

FRISCO GETS FRESH FISH BY MOTORS

An abundance of fish is now being transported from Santa Cruz to San Francisco by motor trucks, and the venture has proved to be such a successful one that a fourth machine is soon to be put into service to carry fish from Monterey north.

Heretofore fish were sent from

those places to San Francisco by express, and a few weeks ago a firm of Santa Cruz put two large power wagons into service. Another has since been added.

The three machines now carry between twenty-five and thirty-five boxes of fish each. They leave Santa Cruz at 6 or 6 p. m. daily, immediately after the day's catch. The drivers arrive at Santa Clara about 10:30 p. m., where they stop for supper, and they arrive in San Francisco about 1 a. m., where the fish is delivered to the wholesale houses.

SAXON

Strength-Economy-Service



Saxon War-Time Economy

Saxon "Six" has the Stromberg carburetor. Its worth is shown in the fact that nine other cars ranging in price from \$1135 to \$3800 also have it. Stromberg carburetor assures easy starting—in winter as well as in summer. Its economy is shown by the fact that Saxon "Sixes" average from 18 to 23 miles to the gallon.

Saxon "Six" is \$935 f. o. b. Detroit. We urge you to come in and see it. May we give you a demonstration?

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800 USED CARS TO SELECT FROM

1916 STUDEBAKER Roadster, equal to new; mechanically perfect; a bargain. \$1250.

1916 CHALMERS Touring; mechanically perfect; run 1400 miles; will sacrifice. \$1250.

1917 SUPER-SIX HUDSON Sedan; Westinghouse Shock Absorbers, three equal to new. \$1250.

1917 Saxon Six Touring; splendid shape; fully equipped. \$1250.

1917 DODGE Touring; used 2 months; A-1 condition. \$1250.

1917 CHANDLER Chummy Roadster, 4-pass.; shows no wear, \$225.

1917 MAXWELL Roadster; like new. \$1250.

1917 COLE 4-cyl. Touring; tip-top condition. \$1250.

1917 OLDSMOBILE 4-cyl. Touring; excellent shape; lots of extras. \$1250.

1917 BUICK 4-pass.; wire wheels; excellent condition. \$1250.

1916 GRANT Six Touring, also Roadster; both cars like new; your choice. \$1250.

1917 OVERLAND 6- & 4-cyl. Touring & Roadster; large variety, as low as \$1250.

1917 HAYES 12-cyl. Touring; wire wheels; extra wheel & tires; big bargain. \$1250.

1917 JEFFERY Touring, 4-cyl., mechanically A-1; lots of extras; at \$1250.

1917 BUICK 4-cyl. Touring, also Roadster equal to new; low price. \$1250.

1917 FAIRBANKS Touring, light Six; run 2800 miles; excellent condition. \$1250.

1917 CHEVROLET Touring cars & Roadsters; mechanically perfect, at \$1250.

1916 CADILLAC 8-cyl. Touring; excellent running condition; will sacrifice. \$1250.

1916 KING 4-cyl. Touring; tip-top condition. \$1250.

1916 HUPMOBILE Touring; used very little. \$1250.

1916 BEO 4-cyl. Touring; equal to new. \$1250.

1917 OAKLAND light Six Touring; equal to new; splendid equipment. \$1250.

1917 SCRIPPS-BOOTH 4-cyl. Chummy Roadster; wire wheels; new tires. \$1250.

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RELIABLE AUTOMOBILE COMPANY
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By MONTE SOHN.
POTOMAC RIVER ANTHOLOGY.

George Swenson.

I was a taxicab driver in Detroit. In the seven years I drove there I never missed a train when the price was right. No theater party missed the first act if there was a gentleman along. I used to hit fifty-five on the boulevard and never was pinched except for too much oil. No accidents, no damage. But somebody tipped me off. That Washington was the place for my game. I packed my grip and my roll and embarked. The first week on the job I cleaned up. One guy, driving for the same crowd, warned me that I couldn't get away with it. "They'll hang you if they get you." This ain't Detroit or New York. I laughed; but I cut my speed to eighteen.

One day—I was doing fifteen by the clock—A jaybird walked off the sidewalk. Headed for my right front fender. I braked her and tried to climb a front stoop. But I went through the windshield when she struck. I'm glad they buried me at Mount Olivet. And kept it out of the newspapers. Fifteen miles an hour! My family in Mount Clemens Would never get over the disgrace.

"The bane of the American automobile dealer is the trading-in problem. What to do with swaps is something that keeps many a successful dealer awake at night. Imagine, then, how he feels when he sees in the Paris newspapers second-hand 'bargains' like a four-year-old Rolls-Royce at \$17,000. A Panhard at only \$18,000 and an extra-equipped Renault merely \$27,000! Coming down to earth any twenty to thirty horsepower French car of good make brings from \$7,500 to \$10,000 without any trouble at all. Having bought one of these cheap second-hands—because one really must economize in war time, don't you know—you get fairly good tires for it at \$80 each, and gasoline that is almost as good as kerosene for \$1.25 per gallon. Of course, these prices seem rather steep to us, but that is because we compare them with our own. To the Frenchman they seem only fair when he thinks of the man in Sweden who, before he can get any tire at all, has to apply for and be given a permit to buy it by the Royal Automobile Club. Equipped with the permit and a man's sized bank balance he goes to the nearest dealer, puts down his permit along with \$550 and is handed in return one tire! And yet even in Norway there are four tires needed by every car! Having got his \$2,200 set of tires the Norwegian invests in gasoline at \$1.75 per gallon and goes merrily on his way—maybe. Now quit your kicking at 30-cent gasoline. See how lucky you are to be over here in God's country and not elsewhere, no matter where it may be."—American Motorist.

MOTOGOOSE.

See-saw, Margery Daw,
Lizzie shall have a new master,
She shall have but a gallon a day
Because she can't run any faster.

George Sutton, brilliant young editor of Motor Life, was in Washington this week. "What," we asked during the course of the conversation, "is the right time?" Our own watch is busted, and we had an appointment.

He pulled out his watch, a handsome biscuit-thin Hamilton, and glanced at it—so did we. Its hands distinctly said 7:50. "Twenty minutes past one," he announced gravely.

Was he joking?

He was not.

"African time," he replied to the unasked question. "Several years in Zanzibar did that for me. Time doesn't change much there," he said. "Every morning at 6 o'clock the sun rises. Our watches are set by it, and I've never gotten out of the habit."

Which was all very clear. But this is Washington. A child could grasp such a system of mathematics—astrology and mental legerdemain—with forty years of study.

Even the wise old West has been hypnotized by the press agents of gasoline producers—hypnotized into fear of a bugaboo yclept Gas Shortage.

The Kansas City Star may not think so, but it implies some thoughts a sober newspaper should not have when it says:

"If gasoline should go to \$4 a gallon there are people in the Phillips county seat who would buy it by the pint that they might joyride around the square. And by the way, there are farmers I know, if they couldn't get gas, who would haul their cars up the hill with a mule team in order to coast down. Greatest class of people in the world out here in Kansas."

Women As a Manufactured Product.

"The privacy of the closed car perhaps has a greater appeal to women than any other type of body that has ever been put on the market."—From a Mitchell publicity story.

Judge is responsible for the week's best motor story: What's the idea of the service flag, with two stars, on the taxicab?

"Two of its cylinders are in service."

WINTER CARE OF TIRES MEANS MATERIAL SAVING

Tire neglect in winter is responsible frequently for absolutely unnecessary purchases in the spring, and, inasmuch as economy is now foremost in the minds of all motorists, the millionaire as well as the flivver owner, the H. P. Goodrich Rubber Company gives the following suggestions for tire care during the winter months:

"Tires should be removed from wheels, and outside of the casings washed with soap and water to remove all traces of oil. Injuries should be looked for, repairs made if any are needed. The tires should be laid flat in a cool, dark room after being wrapped in clean cloths or preferably black paper.

"Tubes should be taken out of casings, slightly inflated, and also laid flat in a cool, dark place, with no weight on them.

TOURIST MANIFOLD STOVE PROVES SPLENDID DEVICE

The newest auto accessory for the tourist camper is the manifold stove, or oven. Although homemade, conceived by an inventive touring motorist, it is entirely practical.

This stove uses the heat from the exhaust manifold to make coffee, heat canned goods, bake potatoes, and prepare many other foods, while spinning along the road.

This stove costs about a dollar to construct. It is made of heavy sheet tin, and is asbestos lined. It is about ten inches square at the top and something like fourteen inches deep. A hole is cut in the side of the box as to permit it to fit snugly around the exhaust manifold. A netting of wire is arranged around the manifold to keep the manifold and other foods from coming in contact with it. For baking potatoes, etc., a pan, similar to a regular bread-baking pan, sufficiently large to fit tightly within the stove, is used. When warming up canned goods the cans are placed directly against the wire netting.



Wm. V. Hummer, father of Lester W. of Marion H. fame, visited his son early this week. The dad in question does not look old enough to have a son of twenty-eight. Although his beard gives him appearance of greater dignity and more mature years, if he is more than fifty, we miss him by not more than a year or two.

The salesrooms of the Semmes Motor Company have a wonderful winter car exhibit, a veritable salon of closed automobiles.

More than \$30,000 worth of sedans, berlines, limousines, limousine landaus, coupes and broughams are shown. The general effect to the visitor is of an Astor private show atmosphere.

Several of the models, Hudson and Dodge are specially built of body and line, and there is choice for the most fastidious of buyers on this floor.

Whitney Leary is now Lieutenant Leary, the former Maxwell associate of Burton Leary, Jr., having gotten his commission on Tuesday and his orders Thursday. Leary left last night for Selfridge Field, at Mount Clemens, Mich., for his training in the

Ordnance Department, before going into action across the water.

Jim Luke, of the Trew Motor Company also received his notification of acceptance this week. With rank of first Lieutenant, Luke has not yet received his commission, but will probably have it in a few days, following which, like Leary, he will shortly receive instructions to report for training.

We haven't heard a full flavored story for two months, which reminds us of Ed Johansen. Johansen is so busy with the Government these days that he is very unapproachable. You can't approach a man if you don't know where he is.

The Times automobile editor hasn't seen Arthur Collins for several weeks. It is rumored that Collins got a cap-taincy.

Percy S. Foster, former head of the big piano firm which bears his name, has been made general manager of the Starrett and Fleming organization. Foster is one of the best known men in Washington. His business associations have thrown him in contact with big representatives of almost every line of endeavor and each of them holds him in high regard. He is a rare type of man. His work is characterized by his brilliance, but always he is level headed, forceful, and thorough. He will do well.

DIFFERENT METHODS.

The prison visitor on his usual rounds noticed that a new man occupied a cell that had been empty for some time.

"My friend," he began, "may I ask what brought you here?"

"The same thing that brought you here," replied the convict: "A desire to poke my nose into other people's business, only I generally used to go in by the basement window."—Case and Comment.

MOTORCYCLE DELIVERY IS FOUND SATISFACTORY

The use of motorcycles equipped with sidecars for light delivery work has been found very satisfactory in many cities and towns, and in sections where the motorcycle delivery has been started the result was that many firms have adopted them.

In Galesburg, Ill., one enterprising dealer has planned a motorcycle delivery service and has closed con-

tracts with several mechanics to deliver all goods within a certain radius. Experienced riders have been obtained and the patrons will receive quick, efficient service. The stores which have agreed to make use of the motorcycle delivery have used practically every method of delivery from an errand boy to an electric truck.

A motorcycle delivery service has also been established in Tacoma, Wash., by A. J. Strong, who says that the Harley-Davidson being used are subjected to pretty severe treatment but appear to be able to stand up under any conditions.

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That it is beautiful and fashionable is secondary to its value as the means for better living.

There is spacious room for five adult passengers.

The two doors are staggered. There are two individual front seats, with aisle-way between. The top and the window pillars remain up permanently.

The windows drop into the sides of the body and doors, and can be quickly opened or closed, as desired.

There is a dome light in ceiling, three silk roller curtains, parcel pockets at both sides of rear seat, foot rail, windshield wiper, and nickel handles to close doors from the inside.

The entire top and sides are decorated with gray and black striped cloth. Every inch of the floor is covered with thick carpet to match the walls and ceiling.

The body is Brewster Green with black top.

It has 4-inch tires, non-skid rear; 106-inch wheelbase; Auto-Lite electric starting and lighting, and vacuum fuel system.

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